

SECRET OF PERSONAL FASCINATION.

From the Pall Mall Gazette. Could any one unravel the mystery of personal fascination, he would surely reveal stranger things than "what songs the sirens sang, or the sympathy of the Abyssinian maid, playing on the dulcimer." Subtle as magnetism, inevitable as chemical attraction, problematic as the very nature of physical existence itself, this force surrounds us on every side, and goes far to make our social life a complex thing we find it. Who can tell why certain men and women exercise such influence over those around them? An influence often totally irrespective of the circumstances usually held accountable for personal attraction. We do not speak here directly of the passion of love. We speak of the more complicated and hardly less potent fascinations to which men and women are subject in their relations as social, moral, and intellectual beings. Happily for us, our life is many-sided, and if domestic affections prove but apples of Sodom, there are sympathies awaiting us in the world beyond the fireside as pure and lasting. Thought and action will pass times, and the mere sense of existence becomes a weariness to the spirits. But the spell of personal fascination holds us fast through all. There are persons here and there who can no more become common or unlovely in our eyes than the flashing meteor or the one perfect rainbow of the summer. And why?

It is little wonder that the mystery appears so inscrutable, while the facts are so contradictory. That an individual extraordinarily rich in gifts and graces should have the power of attracting others seems natural enough. Beauty in a woman, for instance, holds as legitimate a sway over all hearts as a man's eloquence. An elevated moral tone and an intellect nobly exercised should surely bear weight with inferior minds. Wit and loveliness, grace and wisdom, must certainly bestow personal sovereignty on the possessor. But on looking at facts, we find that no rule can be applied at all. A man may be wiser than Senece, a woman more beautiful than Clytie, without possessing any immediate power over others. There are persons into whose presence we enter awe struck as Æneas when crossing the threshold of the Sibyl's cave; but no divine afflatus breathes on our ear, his stature dwindles down instead of attaining greater majesty, and we go away un-buffed and unbelieved. On the other hand, the men and women whose feet we sit spell-bound are frequently deficient in the very qualities that are supposed to hold the world in fee. What does ugliness count for in such a reckoning? or instability of character? or a rugged manner? or even fickleness? It often happens that of two brothers the one who commands friends and allies by hundreds is not only inferior to the first both morally and intellectually, but inferior to his without apparent effort. As often you will find that out of several sisters the one who rules the domestic kingdom with unlimited sway, attracting and bewitching all those who enter it, is the least lovely, and perhaps the least amiable. Why, she may be downright ugly, and yet her subtle powers of fascination perplex and defy all the handsome women of her acquaintance.

If not in moral and physical perfections, then, where shall we look for the secret of this strange magnetism? Doubtless, such attributes as a melodious voice, a graceful elocution, and a characteristic manner account for much superficial admiration; but they do not account for the more lasting homage of which we speak. Go into any ordinary drawing-room and say whether the likes and dislikes of stereotyped society are insipid or no. In every circle there is sure to be one man or one woman whose powers of fascination are too strong to be always harmless. Abnormal influence over others, moreover, is apt of itself to lead to equally abnormal cruelty on the part of the persons who exercise it. The very intensity of the allegiance yielded by their worshippers is a temptation to submit them to another and yet another ordeal. Or it may be—and here we touch upon one of the saddest and strangest riddles that perplex the thoughtful—some fatal instinct impels us to play with our best affections as recklessly as savages play with the life of one not learned to make love. The game is one of alternate loss and gain; as Heine expresses it—

"Heute muss ich dafür leiden, Dass ich gestern glücklich war."

To-day we suffer for having been happy yesterday; and to-morrow we shall long for the same happiness or misery, no matter which. Life is many faceted as a diamond. Fresh interests crowd upon us from day to day till we are in danger of being wholly swamped by them, but one usurps the sovereignty of the person who by sheer force of affinity, idiosyncrasy, call it what you will, seems to stand nearer to us than all the rest of the world. The domestic tie has evidently nothing to do with the question. Neither has sex, since one woman will often away masses of women in a degree wholly marvellous. Nor can age be taken into account; men, and even women, far advanced in years are not unfrequently "the cynosure of all eyes" in a brilliant crowd. Still less must the allurements of outer circumstance presuppose an excessive influence over others. A duke may quite possibly prove a bore, and you turn from him to some shabby, apparently insignificant person, whose words hold you by magic force, whose presence seems magnified as he speaks, whose eyes flash inspiration upon you. The theory that moral supremacy and personal fascination go hand in hand is not tenable for a moment. Lamentably enough, experience teaches that the very person who will act upon others like a charm may be a Comus or a Vivian. If we take less extreme cases, we must allow elevation of character to have very little share in the influence exercised by one human being over many others, meaning by influence that direct unbounded personal sway which creates enthusiasm after enthusiasm and impression after impression, which sends us away hungering and thirsting for more, which keeps us in love with life to the end.

And what is the spell? Who shall analyze the elements of this moral potion of which we all drink and are intoxicated? Mr. Lecky, in the introductory chapter to his last work, has a suggestive remark on the possibility of raising moral pathology to a science, predicting the greatest results from the study of the relations between our physical and moral natures. Not only does he think that we were acquainted with these, we might treat systematically by medicine the many varieties of mental, as we now treat bodily, disease; but that such knowledge would have a great philosophical value in throwing light upon what he calls "the filiation of our moral qualities." Perle us to attribute the blind subjugation of one mind by another to its proper cause, and disclose the subtle laws acting upon different dispositions as unerringly as the force of chemical attraction upon molecules. Till then we must rest content with such inductions as experience enables us to make, and they carry us but a very little way. Beyond the isolated facts that intensify power of throwing oneself into the interests of others constitutes sympathy, and sympathy attracts; that from this very reason health, without which it is almost impossible to exercise strong sympathy, is an invariable element of character, outward appearance, or even circumstances, is often an allurement of the strongest kind; that eccentricity, or, to use a more exact word, *bizarre*, acts forcibly upon the imaginative, what do we know? How far is this power a gift and how far an acquirement? Why is the very fascination of some the repugnance of others? What accounts for the supreme pleasure of being led hither and thither as the potentate of our affections will? These conclusions and inquiries lead into still wider fields of speculation. The question, for instance, whether personal fascination is wholly a natural gift or a studied acquirement deserves an essay to itself. Of the men and women who enthral and bewitch all pleasures, how many do it involuntarily and how many by the force of countless infinitesimal sacrifices on the altar of popularity? The analysis of a character coming under the last category would surely offer the strangest psychological phenomena. Brought within the focus of exact personal observation, submitted to the test of ordinary moral standards, compared with the results of every-day experience, without a doubt such a character would appear paradoxical, isolated, extravagant to the last degree. That any individual can so subordinate the manifold interests and the perplexing duties of a life to an overwhelming passion for indiscriminate homage seems incredible; and yet such a passion, and the gratification of it, are by no means uncommon facts in social history. The most trifling looks, words, and actions of such persons have reference to the gratification of others; and as it is impossible to go on systematically gratifying several people at once, their triumphs, however splendid, are very dearly won. "Humanity is my game," Mr. Disraeli makes the motto of one of his heroes. It would be difficult to find one more mischievous, since the application of it is easy, and the result palpable. Make humanity your game, and whatever your moral and intellectual shortcomings may be, by dint of patience, self-devotion, and unflinching resolve, you are sure to run it down. Perhaps the attraction to be most safely affiliated to its proper source is that of contrast. Civilization has not so assimilated us but we may meet tomorrow some man or woman wholly unlike any one we have known, read of or imagined before; and the mind is more affected by such a discovery than by the most perfect realization of preconceived gifts and qualities, however exalted. A case in point is the way in which a woman of genius, who has emancipated herself from the trammels of conventional life, leads and impresses other women, if she likes—for there must be some voluntary exercise, is seldom more fervid, devotion more intense, than is felt by those of her sex who voluntarily sit at her feet, and as voluntarily they will give up the enticements of a fashionable life and other social advantages to retain the privilege. No more pathetic chapter could be written of a work on psychology than one which should treat of the infatuation of women for women, always delighted to begin with, but not unfrequently ending in a painful process of disenchantment. On all infatuations must disenchantment at some time or other wait. Few, nevertheless, would not rather woo the beautiful princess of the Norse tale, who lived on the glass hill as smooth and slippery as ice, even when she fell and bruises, than enter her fairy-land at all. It is easy for those to sneer at the so-called victims of personal fascination whose very passions are subordinated to routine, but if they do not know the bitterness of reaction, neither do they comprehend those mysterious and unexpected raptures with which are heralded the kindred soul and the spirit that so welcome dominates our own.

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of JANE HERRMANN (known as) JANE REED, deceased. The Auditor appointed by the court to audit, settle, and adjust the account of GEORGINA REED, Administratrix of JANE HERRMANN, deceased, and to report distribution of the balance in the hands of the account, will meet the parties interested, for the purpose of his appointment, on WEDNESDAY, July 5, 1899, at 10 o'clock A. M., at his office, No. 409 Chestnut Street, in the city of Philadelphia. CHARLES S. BAKER, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of HENRY FRICKA, deceased. The Auditor appointed by the court to audit, settle, and adjust the account of EDWARD D. YATES, executor of the last will and testament of HENRY FRICKA, deceased, and to report distribution of the balance in the hands of the account, will meet the parties interested, for the purpose of his appointment, on WEDNESDAY, July 5, 1899, at 10 o'clock A. M., at the office of HENRY M. PHILLIPS, Esq., No. 126 S. SIXTH Street, in the city of Philadelphia.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. Estate of GEORGE WILSON, deceased. The Auditor appointed by the court to audit, settle, and adjust the account of GEORGE WILSON, Administrator of the estate of GEORGE WILSON, deceased, and to report distribution of the balance in the hands of the account, will meet the parties interested, for the purpose of his appointment, on WEDNESDAY, July 5, 1899, at 10 o'clock A. M., at the office of EDWARD SHIPPEN, Esq., No. 522 WALNUT Street, in the city of Philadelphia.

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA. In Bankruptcy. At Philadelphia, June 9, 1899. The undersigned hereby gives notice of his appointment as Assignee of DAVID P. S. NICHOLS, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, upon his own petition by the District Court of said District, in Case No. 15, 15th THIRD Street, at 11:30 P. M. To the Creditors of said Bankrupt.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA. MARY FOX vs. ADAM PHILADELPHIA. December Term, 1898. No. 18. In Divorce. To ADAM FOX, Respondent.—Take notice that a decree has been granted on you in the above case, to show cause why a divorce *à vinculo* should not be decreed. Returnable on SATURDAY, July 5, 1899, at 10 o'clock A. M. Personal service having failed on account of your absence. THOMAS H. BEBBS, Attorney for Plaintiff.

GENT'S FURNISHING GOODS. PATENT SHOULDER SEAM SHIRT MANUFACTORY, AND GENTLEMEN, FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice. All other articles of GENTLEMEN'S DRESS GOODS in full variety. WINCHESTER & CO., No. 706 CHESTNUT STREET.

H. S. K. G. Harris' Seamless Kid Gloves. EVERY PAIR WARRANTED. EXCLUSIVE AGENTS FOR GENTS' GLOVES. J. W. SCOTT & CO., 5717th No. 814 CHESTNUT STREET.

NORNY'S TASTELESS Fruit Preserving Powder. It is warranted to keep strawberries superior to any known process, as well as other fruit, without being air-tight. Price, 50 cents a package. Sold by the grocers. ZAN & NORNY, CO., Proprietors, 57th St. No. 109 North SECOND St., Philadelphia.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK AND THE PHILADELPHIA AND POTTSVILLE RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1899. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours: MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations and Allentown. Returning, leaves Reading at 6:30 P. M. arrives in Philadelphia at 6:15 P. M. MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pilegrove, Tamques, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, New York, York, Carlisle, Chambersburg, Hagerstown, etc. The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Gettysburg Railroad trains for York, Carlisle, Harrisburg, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Philadelphia, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSVILLE ACCOMMODATION. Leaves Pottsville at 6:35 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:30 P. M., arriving at Pottsville at 6:35 P. M. READING ACCOMMODATION. Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M. Returning, leaves Philadelphia at 5:15 P. M. arrives in Reading at 8:00 P. M. TRAINS TO HARRISBURG. At 8:10 A. M. and 3:30 P. M. for Harrisburg at 8:45 A. M. and 4:15 P. M. Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M. MARKET TRAIN, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. SUNDAY TRAINS LEAVE POTTSVILLE AT 8 A. M. and Philadelphia at 8:15 P. M. Leaves Philadelphia for Reading at 8:15 A. M., returning from Reading at 4:25 P. M. CHESTER VALLEY RAILROAD. Passengers for Pottsville take 7:30 A. M. and 4:30 P. M. trains for Philadelphia, returning from Pottsville at 8:10 A. M. and 4:45 P. M. PEIRCE RAILROAD. Passengers for Skipack take 7:30 A. M. and 4:30 P. M. trains for Philadelphia, returning from Skipack at 8:10 A. M. and 4:45 P. M. PERKINSON RAILROAD. Passengers for Skipack take 7:30 A. M. and 4:30 P. M. trains for Philadelphia, returning from Skipack at 8:10 A. M. and 4:45 P. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 P. M., passing Reading at 1:05 A. M. and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning, train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:30 and 5:40 A. M., and 10:50 P. M., passing Reading at 6:50 and 9:01 A. M., and 12:30 P. M., and arriving at New York at 11 A. M. and 12:30 and 9:30 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without charge. A Mail Train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail Train for Harrisburg leaves New York at 12 M. SOUTH DELAWARE RAILROAD. Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:40 P. M., returning from Tamques at 8:35 A. M. and 1:15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 7 A. M. for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and Tremont, returning from Harrisburg at 3:30 P. M., and from Tremont at 7:40 A. M. and 5:35 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and to all the principal points in the North and West, Reading and Pottsville Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, and to all the principal points in the North and West, Reading and Pottsville Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth Street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading. COMBINATION TICKETS. At 25 per cent discount, between any points desired, for families and firms. GOOD FOR 2000 MILES, between all points, at 45¢ each, for families and firms. SEASON TICKETS. For three, six, and twelve months, for holders only, to all points, at reduced rates. OLDERLY MEN. Reading on the line, and will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS. From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS. Close at the Philadelphia Post Office for all places on the road on Monday at 7:15 P. M., and for the principal stations only at 2:15 P. M. FREIGHT TRAINS. Leave Philadelphia daily at 4:35 A. M., 12:45 noon, 3 and 8 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond. BAGGAGE. Duggan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth Street, or at the Depot, Thirteenth and Callowhill streets.

RAILROAD LINES.

1869—FOR NEW YORK—THE CAMDEN AND AMBOY AND PHILADELPHIA AND BALTIMORE RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1899. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours: MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations and Allentown. Returning, leaves Reading at 6:30 P. M. arrives in Philadelphia at 6:15 P. M. MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pilegrove, Tamques, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, New York, York, Carlisle, Chambersburg, Hagerstown, etc. The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. 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RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD—TIME TABLE.—Commencing MONDAY, May 15, 1899. Trains will leave Depot, corner Broad street and Washington avenue as follows: Way Mail Trains 9:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations; connecting with Adams Railroad at Wilmington for Orisfield and intermediate stations. Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace, connects at Wilmington with train for New Castle. Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Chestertown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (Mails), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fort Monroe and Norfolk will take the 12:00 M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leaves Philadelphia at 11:00 A. M., 2:30, 5:30, and 7:00 P. M. The 3:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations. Leaves Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily, but other accommodations Trains Sunday excepted. From Baltimore to Philadelphia.—Leave Baltimore at 7:00 A. M. and 9:05 A. M., Express; 2:30 P. M. Express; 7:25 P. M. Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Chester, North-East, Elkton, Newmarket, and Philadelphia. Wilmington, Claymont, Linwood, and Chester. PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad. Leaves Philadelphia at 7:00 A. M. (Sundays excepted) at 7:00 A. M. and 4:30 P. M. The 7:00 A. M. Train will stop at all stations between Philadelphia and Lamokin. Leaves Philadelphia at 7:00 A. M. and 4:30 P. M. Express. Through tickets to all points West, South, and Southwest are provided for, and the Union Hotel, 225 Chestnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent. PENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street car, at 10:30 A. M., and 4:30 P. M. leaving Front and Market streets thirty minutes before its departure. The Chestnut and Walnut streets cars run within one square of the Depot. Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Ticket Office, N. W. corner of Market and Chestnut streets. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201, Chestnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE DEPOT, VIZ.: 8:30 A. M. Pullman Accommodation, 10:30 A. M., 1:10 and 7:00 P. M. Fast Line. Erie Express. Harrisburg Accommodation. Lancaster Accommodation. 4:30 P. M. Parkersburg Train. 8:35 P. M. Cincinnati Train. Erie Mail and Pittsburg Express. 10:30 P. M. Philadelphia Express, 12 night. Erie Mail and Pittsburg Express, Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock. Philadelphia Express leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except on Sunday, and carries baggage, and is secured and baggage delivered, by 5 P. M. at No. 116 Market street. TRAINS ARRIVE AT DEPOT, VIZ.: Cincinnati Express. 3:10 A. M. Philadelphia Express. 6:50 A. M. Harrisburg Accommodation. 8:20 A. M., 3:40 and 9:30 P. M. Erie Mail. Fast Line. 9:35 A. M. Parkersburg Train. 10:30 P. M. Lancaster Accommodation. 12:30 P. M. Erie Express. 4:20 P. M. Day Express. 4:40 P. M. Southern Express. 4:40 P. M. Harrisburg Accommodation. 9:40 P. M. For further information, apply to JOHN F. VANLEER, Jr., Ticket Agent, No. 116 Market Street, or FRANCIS J. WALKER, Ticket Agent at the Depot, N. W. corner of Market and Chestnut Streets. The Pennsylvania Railroad Company will not assume any risk for baggage, except for carrying Animals and Dogs, and is responsible for one Hundred Dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by express. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. & FOURTH STREETS. Sale of No. 4510 Kingsessing Avenue, Superior Furniture, Mirrors, Brussels Carpets, Engravings, ETC. On Monday Morning, June 26, at 10 o'clock, at No. 4510 Kingsessing Avenue, comprising what passed furniture; handsome engravings; French plate metal mirrors; Brussels Carpets; superior wall paper; Brussels, Imperial, and grain cloth; kitchen utensils; and a large quantity of furniture made by Moore & Campion. The house to be sold by the Passenger Railroad cars to Ferrygate street. 9:30 A. M. Auctioneer's Sale No. 1543 Center Street. NEAT HOUSEHOLD FURNITURE, MIRRORS, CARPETS, ENGRAVINGS, ETC. On Tuesday Morning, June 27, at 10 o'clock, at No. 1543 Center Street, by catalogue, the entire furniture, including Walnut, Pear, Pine, and Mahogany Furniture, Tables, Mirrors, Mosaic Inlaid Sectors, Iron, Brass, and Tinware, Glass Ware, Extension Dining Table, Fine Venetian Chandelier, and Mahogany Chamber Furniture, Wash-basins, Spring and Hair Mattresses, Bedsteads, Pillows, Velvet, Brussels, and other Carpets, Kitchen Furniture, and Bedsteads, ETC. 9:30 A. M. SALE OF REAL ESTATE AND STOCKS. On Tuesday, June 26, at 12 o'clock, noon, at the Exchange: WILMINGTON, at No. 1214 1/2 Center Street, by catalogue, the entire furniture, including Walnut, Pear, Pine, and Mahogany Furniture, Tables, Mirrors, Mosaic Inlaid Sectors, Iron, Brass, and Tinware, Glass Ware, Extension Dining Table, Fine Venetian Chandelier, and Mahogany Chamber Furniture, Wash-basins, Spring and Hair Mattresses, Bedsteads, Pillows, Velvet, Brussels, and other Carpets, Kitchen Furniture, and Bedsteads, ETC. 9:30 A. M. THIRTY-SIXTH and HAVERFORD, northeast corner of Third and Market streets—Four-story Brick Building. LEVENTH above Toga—Building Lot. SIXTH (North), No. 278—Garden Dwelling. THIRTIETH, southwest corner of Third and Sixth Streets. CATHARINE—Nos. 98, 99, 102, 914, and 11. GIRARD AVENUE, between Franklin and Eighth—Large Lot. SPRING GARDEN, No. 1917—Modern Residence. THIRTY-SIXTH and HAVERFORD, northeast corner of Third and Market streets. EAST DAPHNIN, No. 417—Brick Dwelling. EIGHTH (North), No. 1648—Brick Dwelling. WEST WALNUT LANE, Germantown—Handsome BRICK, No. 117—Modern Dwelling. FIFTH (North), No. 148—Modern Residence and Factory. ELEVENTH and WOOD, southwest corner—Modern PAVILION ROAD, No. 918—Store and Dwelling. COOPER, No. 1184—Modern Dwelling. TWENTY-THIRD, southwest corner of Second and Third streets. 10 shares Empire Trust Corporation Co. 2 shares Southpark Bank. 10 shares Third National Bank. 10 shares Jersey Junction Company par \$100. 2 shares Patent Broeze Park Association. 2 shares Washington Manufacturing Co., Gloucester, N. J. 1 share Philadelphia and Southern Mail Steamship Co. The Pennsylvania National Co. 6 per cent coupon bonds. \$400 McKean and Elk Land and Imp Co. 95 3/4.

BUNTING, DURBOROW & CO., AUCTIONEERS, 209 MARKET STREET, PHILADELPHIA. Successors to John B. Myers & Co. CLOSING SALE OF FRENCH AND OTHER EUROPEAN PEAN DRESSING. On Monday Morning, June 26, at 10 o'clock, at four months' credit. 6 3/4 A. CLOSING SALE OF 1500 GASES BOOTS, SHOES, HATS, CAPS, STRAW GOODS, ETC. On Tuesday Morning, June 26, at 10 o'clock, at four months' credit. 6 3/4 A. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESTNUT STREET; rear entrance No. 1107 Sansom St. B. B. SCOTT & T. J. B. SCOTT'S ART GALLERY, 1020 CHESTNUT STREET, PHILADELPHIA. C. D. McCLES & CO., AUCTIONEERS, No. 506 MARKET STREET. SALE OF 1500 CASES BOOTS, SHOES, AND BROWN GANN'S. On Monday Morning, June 26, at 10 o'clock, including the lines of city-made goods. N. B.—Sale every Monday and Thursday. 6 3/4 A. MARTIN BROTHERS, AUCTIONEERS.—(Lately Salemen for M. Thomas & Sons.) No. 529 CHESTNUT STREET, rear entrance from Minor. HENRY P. WOLBERT, AUCTIONEER, No. 2402 MARKET STREET, PHILADELPHIA. LIPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET STREET. KEENAN, FRON & CO., AUCTIONEERS, No. 112 N. FRONT STREET. ENGINES, MACHINERY, ETC. PENN STEAM ENGINE AND BOILER WORKS—NEAVE & LEVY, 1015 CHESTNUT STREET, PHILADELPHIA. MARRIERS, BLACKSMITHS, AND FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Cylinders, and all other work, are prepared to execute orders with quick dispatch. Every description of pattern-making, and all other work connected with the business of the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary, having at its disposal the latest and most improved machinery, and a large stock of materials, and a large force of experienced workmen, and are prepared to execute orders with quick dispatch. 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